

6600, SIDEHILL 6600 AND 7700 COMBINES



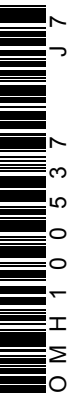
JOHN DEERE

OPERATORS MANUAL 6600, SIDEHILL 6600 AND 7700 COMBINES

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Safety Suggestions

! Safety of the operator was one of the prime considerations in the minds of John Deere engineers when this combine was designed. Shielding, simple adjustments, and other safety features were built into the combine wherever possible.

All machinery must be operated only by responsible persons who have been properly instructed and delegated to do so.

Riders must not be allowed on the operator's platform when combine is in operation.

Shields and guards must be in place and in good condition before starting in the field.

! **CAUTION: Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious bodily injury. DO NOT attempt to mount a tire unless you have the proper equipment and experience to perform the job safely. Have it done by your John Deere dealer or a qualified tire repair service.**

Detailed tire mounting instructions, including necessary safety precautions, are contained in **John Deere Fundamentals of Service (FOS) Manual 55, Tires and Tracks**, which is available from your John Deere dealer.

Escaping fluid under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines relieve all pressure. Before applying pressure to system, all connec-

tions must be tight and lines, pipes and hoses must not be damaged. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

Clothing worn by combine operator must be fairly tight and belted. Loose jackets, shirts, or sleeves should never be worn because of the danger of getting into moving parts.

Everyone must be clear of the combine before starting so they cannot be struck by moving parts or caught in a drive belt or chain.

Never clean, lubricate, or adjust the combine when it is running.

Be careful when operating on hillsides because combine may tip sideways if it strikes a hole, ditch, or other irregularity.

Never attempt to clear obstructions off the header unless the combine is stopped and the engine shut off.

Keep the operator's platform clean. Do not use it as a place to carry loose tools, lunch boxes, etc.

Maintain a fire extinguisher in an easily accessible location and be familiar with its' correct use.

Before leaving combine unattended, lower the header to the ground or support it with either the hydraulic cylinder safety stop or with blocks.



Controls and Instruments

Before attempting to operate your new combine, become familiar with the location and purpose of all controls and instruments. Study these pages carefully, regardless of your previous combine experience.

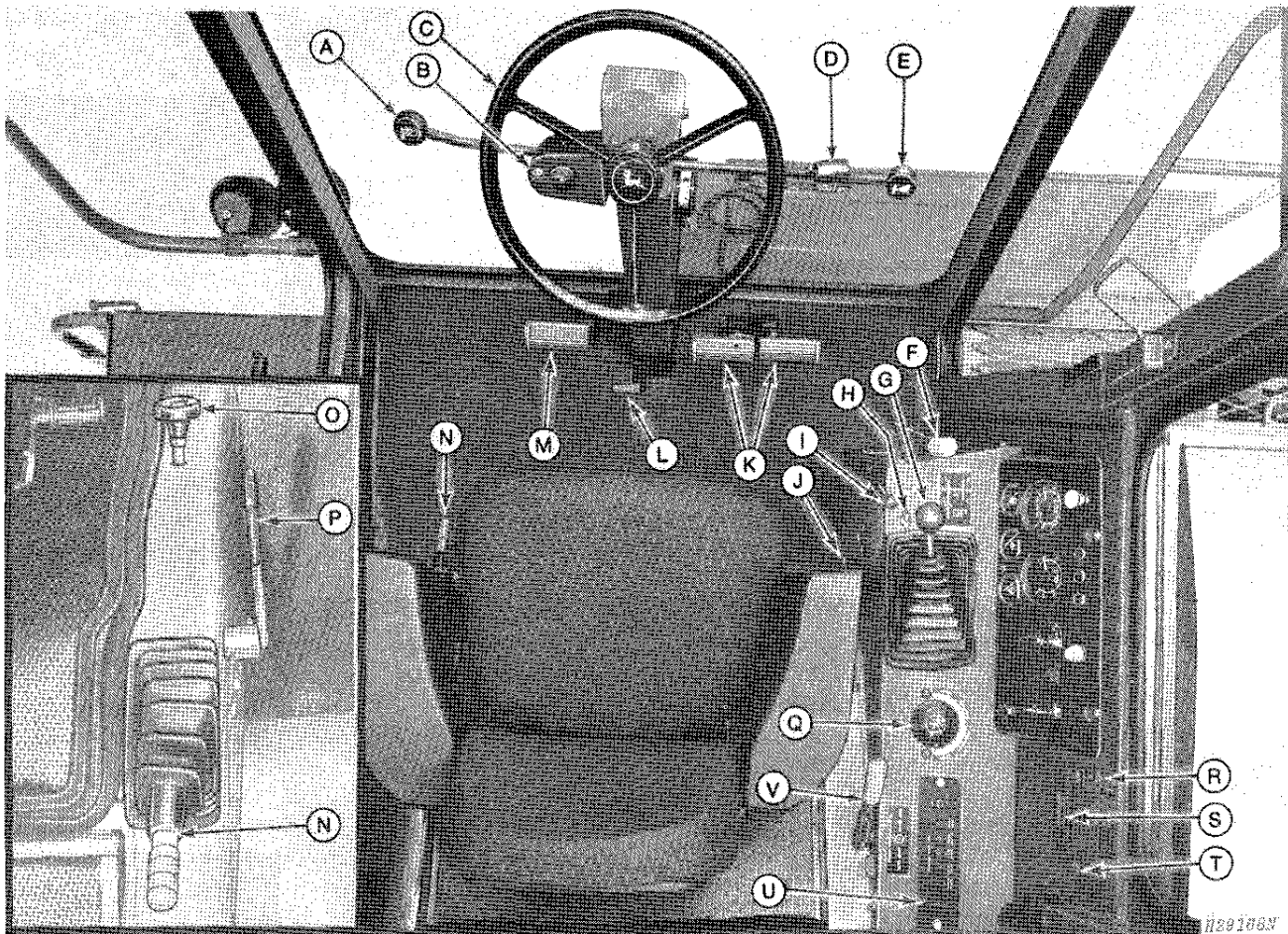
Control levers and knobs have different colors and shapes to help you quickly locate them while operating the combine. Colors on controls indicate:

RED—Combine movement controls (Throttle, Gearshift Lever, Selective Ground Speed Control)

YELLOW—Auxiliary Power Controls (Separator Control Lever, Cylinder Speed Control Ratchet, Header Electromagnetic Clutch Switch)

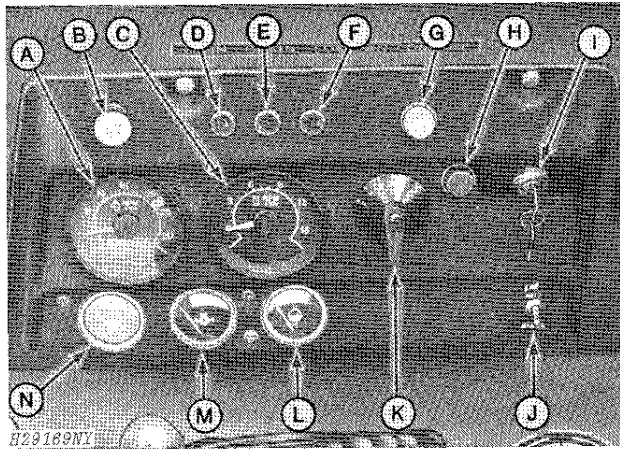
BLACK—Combine Function Controls (Header Height Control, Hydraulic Lift Reel Control, etc.)

OPERATOR'S PLATFORM



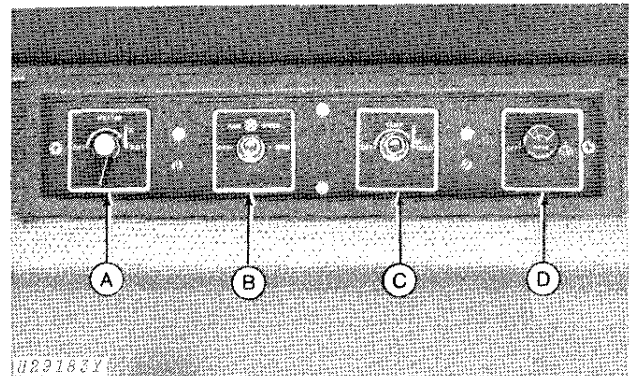
	Page		Page		Page
A—Hydraulic Reel Lift or Variable Speed Feeder House Control	17	G—Gearshift	12	P—Grain Tank Unloading Auger Lever	19
B—Directional Turn Signals	16	H—Power Rear Wheel Drive (Optional)	48,49	Q—Hydrostatic Reel Drive or Hydrostatic Drive Belt Pickup Control	17
C—Steering Wheel	—	I—Throttle	4	R—Cigarette Lighter	—
D—Hydrostatic Drive Speed Range Control (Optional) or Selective Ground Speed Control	12	J—Concave Opening Control	18	S—Ash Tray	—
E—Header Height Control	17	K—Brake Pedals	14	T—Fuel Shut-Off (404 Engine)	4
F—Separator Control	18	L—Steering Column Pedal	11	U—Low Shaft Speed Monitor (Optional)	36
		M—Clutch Pedal (Posi-Torq)	14	V—Cylinder Speed Control	18
		N—Parking Brake	13		
		O—Unloading Auger Hydraulic Swing Control	19		

Instrument Panel Controls and Instruments



	Page
A—Engine Tach-Hour Meter	5
B—Header Electromagnetic Clutch Switch (Optional)	17
C—Cylinder Speed Tachometer	30
D—Parking Brake Indicator Light	13
E—Alternator Indicator Light	5
F—Transmission Oil Pressure Indicator Light	13
G—Cold Weather Starting Aid Button	7
H—Horn Button	--
I—Ignition Switch	4
J—Automatic Header Height Control Switch (Optional)	--
K—Light Switch	16
L—Coolant Temperature Gauge	5
M—Engine Oil Pressure Gauge	5
N—Fuel Gauge	5

Operator's Cab Controls



	Page
A—Heater Temperature Control Switch	9
B—Pressurizer Fans Switch	9
C—Air Conditioner Temperature Control Switch	9
D—Windshield Wiper Switch	--

The operator's cab controls are located in the cab headliner. The radio is located in the rear right-hand corner of the cab.

NOTE: For controls not located on the operator's platform (fan speed control, chaffer and sieve opening controls) see page 19.

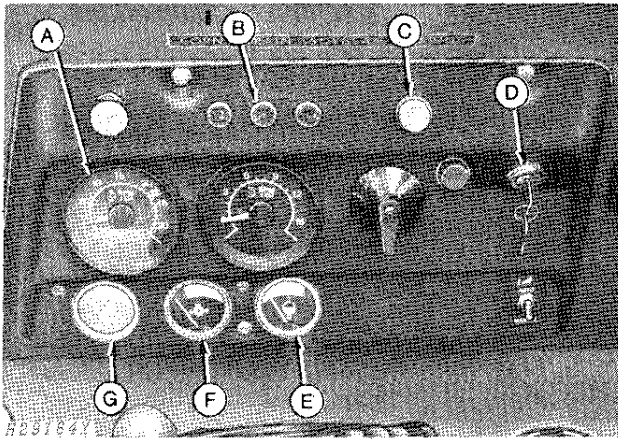


Operation

OPERATING THE ENGINE

ENGINE INSTRUMENTS AND CONTROLS

Instrument Panel Controls and Instruments



- A—Engine Tach-Hour Meter
- B—Alternator Indicator Light
- C—Cold Weather Starting Aid Button
- D—Ignition Switch
- E—Coolant Temperature Gauge
- F—Engine Oil Pressure Gauge
- G—Fuel Gauge

Ignition Switch

Turn the key "D" clockwise to the first stop. Check that alternator indicator light glows red. If it does not, turn key off and see TROUBLE SHOOTING.

Turn the key further clockwise and hold until engine starts. Release the key immediately when the engine starts. The alternator indicator light should go out. If it does not go out after 10 seconds, shut off engine at once and determine cause.

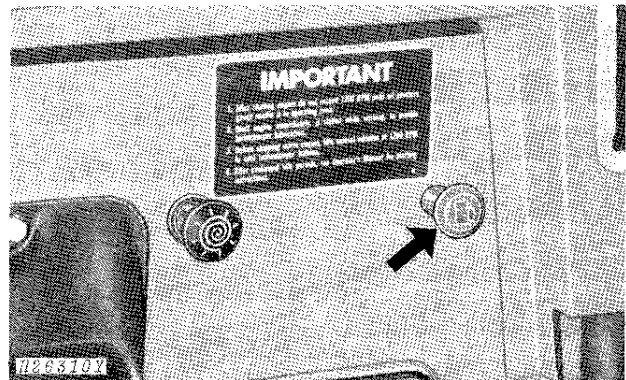
IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Pause a few seconds after a false start to make certain that the starter has stopped completely.

If the engine fails to start, refer to the TROUBLE SHOOTING.

Throttle

Move throttle all the way forward for normal operation; move throttle all the way rearward for slow idle.

Fuel Shut-Off



The fuel shut-off knob cuts off the fuel supply to the fuel injection pump. Push the knob all the way in before attempting to start engine.

To stop engine, turn key off and pull fuel shut-off knob all the way out until engine stops running.

On Turbo 404 engines, after engine has stopped, push fuel shutoff all the way back in.

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